

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,353 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.M.S.
"FATSHAN,"	2,360	R. D. Thomas.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	599	C. Butchart.

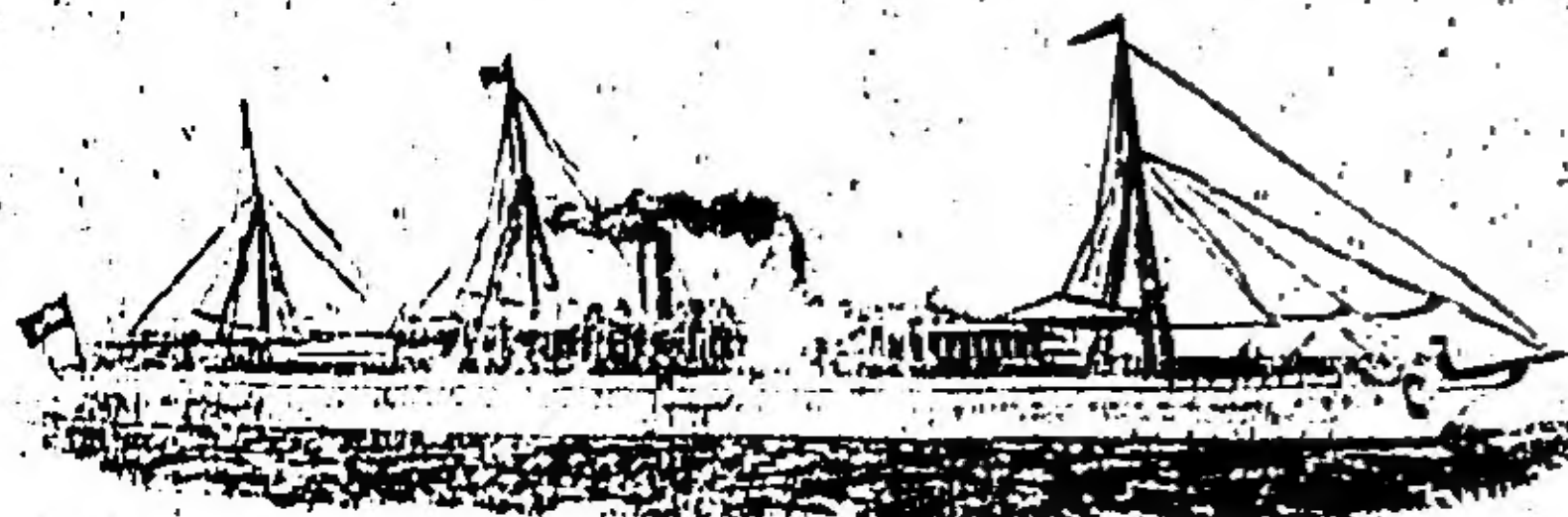
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchak, Kau-Kong, Samsui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow, Single \$15.00. Return \$25.00.
 Canton to Tak Hing, Single \$12.50. Return \$21.00.
 Canton to Samsui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line."—Sailing 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "TARTAR".....	Leave HONGKONG.....
"EMPRESS OF JAPAN".....	WEDNESDAY, Feb. 11.....
"EMPRESS OF CHINA".....	WEDNESDAY, Mar. 7.....
"ATHENIAN".....	WEDNESDAY, Apr. 11.....
"EMPRESS OF INDIA".....	WEDNESDAY, Apr. 18.....

THE Quickest route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, £40.00. 2nd Class, £30.00. 3rd Class, £20.00.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40.00.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 E. BROWN, General Agent,
 Hongkong, 7th February, 1906. Corner Peddar Street and Praya, opposite Blais Place. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and HAITIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st Feb. Freight.
LIBERIA	HAMBURG. (Calling at SINGAPORE).	27th Feb. Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March Freight.
SILESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April Freight and Passengers.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings,
 Hongkong, 9th February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAVERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of February, 1906, at Noon, the Steamship PREUSSEN, Capt. R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th February, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th February. Contents of Packages are required. No Parcel Receipts will be signed for less than 5 cwt. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61.0.0	£42.0.0	£22.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61.0.0	44.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG:

(Subject to alteration).

STEAMERS.	TONNE.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 6th March.
PRINZ WALDEMAR	3,317	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,391	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenaus, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.00	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.00	£20.00	£14.00	Return £54.00	£36.00
TO SYDNEY	£33.00	£23.00	£15.00	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.50	£44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail. 1st Class Steamer £97.0.0.
 TO EUROPE VIA AUSTRALIA AND AMERICA. 95.0.0.
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	MONDAY, 12th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 14th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAVERN	WEDNESDAY, 28th Feb.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER or SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. O. & O. S. S. Co. T. K. K. and from NEW YORK to EUROPE by the Magificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£63.0.0
TO BREMEN	63.10.0
TO PARIS VIA CHERBOURG	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 7th February, 1906.

MELCHERS & CO., AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 513 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.3 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels, in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Jodas A. B. C. 4th and 5th Ed. Liebers, Sootts, A. 1, and Watkins.
 Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON, TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO.	HONGKONG.	MARSEILLES & LONDON.	2 days earlier.	1 day later.

Tons.	Noon, Saturday.	Tons.	Saturday.	Friday.
ARCADIA	7,000	BRITANNIA	7,000	Mar. 10
DELHI	8,000	MOLDVIA	10,000	Mar. 24
DONGOLA	8,000	MONGOLIA	10,000	Apr. 7
DELTA	8,000	MOULTAN	10,000	Apr. 21
OCEANA	7,000	MARMORA	10,000	May 5

Tons.	7,000	7,000	7,000	7,000	7,000
ARCADIA	7,000	APRIL 21	VICTORIA	7,000	May 10
DEVANDA	8,000	May 5	HIMALAYA	7,000	June 20
DELHI	8,000	May 19	INDIA	8,000	June 30

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON, PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUK AT LONDON
↑ JAPAN	4,500	Feb. 14	Mar. 31
↑ SUMATRA	5,000	Feb. 28	April 14
↑ NUBIA	6,000	Mar. 14	April 28
↑ JAVA	4,500	Mar. 28	May 12
↑ FORMOSA	4,500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

Hongkong, 5th January, 1906.

E. A. HEWETT, Superintendent.

[1]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports, THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 4 DAYS. THE steamers sail from HONGKONG to WUSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILIWONG	JAPAN	Second half February	JAV PORTS	Second half February
TJIPANAS	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP	JAPAN	Second half March	JAVA PORTS	Second half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 8th February, 1906.

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Intimations.

Powell's
ALEXANDRA BUILDINGS.

FOR THE
RACES

**FEATHER
STOLES.**

**DAINTY
BLOUSES.**

SUNSHADES.

**SILK
UNDERSKIRTS.**

MILLINERY.

GLOVES.

NECKWEAR.

Newest Goods.

Moderate Prices.

**W.M. POWELL,
LIMITED.**

ALEXANDRA BUILDINGS.
Hongkong, 6th February, 1906.

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY
MEETING OF SHAREHOLDERS OF
THE COMPANY will be held at the
Office of the Company, Hotel
Mansions, on THURSDAY, the 15th February,
at 11 A.M., for the purpose of receiving a
Report of the Directors, together with a Statement
of Accounts, declaring a Dividend, confirming
the appointment of Directors, and electing
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 15th
February, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 24th January, 1906. [155]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Managers, at 12.30 P.M., on THURS-
DAY, the 15th February, to receive a State-
ment of the Company's Accounts to 31st
December, 1905, and the Report of the General
Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 15th
February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th January, 1906. [69]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the China Traders' Insurance Company,
Limited, will be held at the Registered Office
of the Company at Queen's Buildings, Victoria,
in the Colony of Hongkong, on FRIDAY, the
Sixteenth day of February, 1906, at 12 Noon,
for the purpose of considering and, if thought
fit passing the following special Resolutions.
Should the said Resolutions be passed by the
required majority, they will be submitted for
confirmation at a Special Resolutions to Second
Extraordinary General Meeting which will be
subsequently convened.

Dated the 25th day of January, 1906.
By Order of the Board,
JAMES WHITTALL,
Secretary.

RESOLUTIONS.

1.—That the Articles of Association of the
Company be altered in the following
manner:—

The following Article shall be substituted
for Article 130, namely:—130. The
Board, through its Secretary, shall make
Yearly Statements of the Accounts of the
Company from the 1st day of January
to the 31st day of December in each
and every year, which shall be duly audited
and presented to the Shareholders, at each
of the Ordinary Meetings of the Company,
together with a Report on the general
position of the Company.

2.—That the Board, through its Secretary,
shall make a Statement of the Accounts
of the Company as from the 1st day of May,
1905, to the 31st day of December, 1905,
which shall be duly audited and presented
to the Shareholders at the next Ordinary
Meeting of the Company to be held during
1906 and that, inasmuch as the Accounts
of the Company have already been audited
and presented to the Shareholders on the
30th April, 1905, no further or other
Statements of the Accounts of the Company
for the year 1905 shall be called for by or
presented to the Shareholders in respect of
Article 130 as this day substituted. [163]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
the Office of the General Managers, St. George's
Building, Victoria, on SATURDAY, 24th
February, 1906, at 1.30 P.M., for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1905, declaring a Divi-
dend and electing Consulting Committee and
Auditors.

The TRANSFER BOOK of the Company
will be CLOSED from TUESDAY, 20th
February, until SATURDAY, 24th February
(both days inclusive).

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 6th February, 1906. [202]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Office of the Company, Queen's Buildings,
New Prince, on MONDAY, the 26th February,
1906, at 12 o'clock Noon, for the purpose
of receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1905.

The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to the 25th
February, both days inclusive.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.
Hongkong, 31st January, 1906. [174]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL
MEETING OF SHAREHOLDERS of the
above Company will be held at the Regis-
tered Office of the Company, Alexandra Build-
ings, Des Voeux Road, Central, TO-MOR-
ROW, 10th February, 1906, at Noon, for the
purpose of receiving the Report of the Directors
with a Statement of Accounts for the year
ending 31st December, 1905.

The TRANSFER BOOKS of the Company
will be CLOSED from 3rd to 12th February,
1906, both days inclusive.

JOHN D. HUMPHREYS & SO.,
General Managers.
Hongkong, 9th February, 1906. [170]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING OF THE SHAREHOLDERS in this
Corporation will be held at the City Hall,
Hongkong, on SATURDAY, the 24th day of
February, 1906, at Noon, for the purpose
of receiving the Report of the Court of Directors
together with a Statement of Accounts to 31st
December, 1905.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st February, 1906. [181]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corpora-
tion will be CLOSED from SATURDAY, the
10th, to the 24th day of February (both days
inclusive), during which period no Transfer
of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st February, 1906. [182]

THE TRADE-MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that W. A. ROSS
& SONS, Limited, has on the 1st day
of October, 1905, applied for the Registration,
in the REGISTER OF TRADE MARKS,
of the following Trade Mark:—



In the name of W. A. ROSS & SONS,
LIMITED, of 17 and 19 William Street
Smith, Belfast, Ireland, Aerated and Mineral
Water Manufacturers, who claim to be the sole
proprietors thereof.

The Trade Mark has been used by the
applicants in respect of the following goods:—
MINERAL AND AERATED WATERS, NATURAL
AND ARTIFICIAL INCLUDING GINGER
BEER, IN CLASS 41.

Dated the 9th day of January, 1906.
DENNIS & POWLEY,
Solicitors for the Applicants.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT,
Stones, will be Open at 10 A.M. and P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. FARLANE,
Manager.
Hongkong, 22nd June, 1905. [171]

CIGARS.

DUTCH CIGARS,
MIXTURE OF JAVA AND BRAZIL TOBACCO WITH
SUMATRA COVER.
Well-known brands are:—
Mercurio (Cigarettes), Orlanda, Carlo Basso,
Flor de Flores, Timora, Don Alonso,
La Bella Rita, Club, Excellence.

HAMBURG CIGARS

OF BEST BRAZIL TOBACCO.
Roland von Hamburg, Recordachlager,
Hambrocks Docks, Flor de Mondego.

VIRGINIA CIGARS

OF BEST VIRGINIA TOBACCO.
King Edward, Kaiser Wilhelm.
As smoked by
H.M. King Edward and
H.M. Emperor William.

SOLE IMPORTERS:—

LUTGENS, EINSTMAN & CO.,
1, Pedder Street, 2.
Third Floor. Please take the Lift.
Hongkong, 27th October, 1905. [60]

Intimations.

**EQUITABLE LIFE
ASSURANCE
SOCIETY
OF THE
UNITED STATES.**

LETTER TO POLICYHOLDERS
FROM THE PRESIDENT.

NEW YORK, December 14th, 1905.

TO THE POLICYHOLDERS:

I HAD hoped to make some statement to
you before this, but I have believed it was
best to wait until I could give you a final con-
clusion in regard to the financial condition of
the Society based on full investigation. This
explains the delay in communicating with you.
On June 9th last, under the condition that
I should have full power as to my assets and
methods, and with no pledges of any kind to
any one, I was elected by the Directors of the
Society as CHAIRMAN of the BOARD, and at
the same time assumed the active management of
the Society's affairs.

Soon after I was elected PRESIDENT of
the SOCIETY and the Office of Chairman was
abolished.

One of the first acts of my administration was
the employment of Messrs. Price, Waterhouse
& Company, chartered accountants of Great
Britain and New York, and Messrs. Haskins
& Sells, certified public accountants of New
York, to investigate the affairs of the Society,
under directions to render complete and ex-
haustive reports on the following subjects:

1. The Society's annual expenses, including
legal expenses, advertising expenses, agency
expenses, and cost of securing business.
2. The real estate investments of the Com-
pany, including in the case of each parcel the
value at which it is carried upon the books of
the Society; the income which it yields; and
the fair valuation of the property, whether
above or below the value at which it is carried
upon the books of the Society. (If necessary,
real estate experts may be employed in as-
certaining the value and income of the real
estate, subject, of course, to my approval as to
men and terms.)
3. The other investments of the Society; their
character; and the circumstances under which
they have been made.

4. The Society's surplus and the manner in
which it is carried upon the books of the
Society.

5. The methods of keeping the Society's
accounts, and the respects in which its account-
ing may be improved.

6. The relations between the Society and the
trust companies, banks, safe deposit companies,
and other institutions with which the Society
is affiliated by ownership of considerable
amount of stock or otherwise. (In the case of
every corporation in which the Society has a
dominant or important interest, or with which
the Society has special relations, the owner-
ship of stock other than that owned by the
Society should be ascertained so far as practi-
cable.)

7. The subjects covered by the report of the
Investigating Committee of which Mr. Frick
was Chairman should be fully investigated.

8. When the report of the New York Super-
intendent of Insurance has been made that
report should be carefully studied and every
matter covered by it or by the recommendations
of the Commissioner should be carefully exam-
ined.

Subsequently a still more elaborate plan of
investigation was agreed upon with these
accountants, and I doubt if any American in-
surance company ever before had such an
exhaustive examination.

It has taken a large force of men five months
to ascertain the exact financial status of the
Society, now fully exposed by the balance sheet
transmitted with the following note and repro-
duced on pages 6 and 7.

New York, November 25th, 1905.

Mr. PAUL MORTON, President,
The Equitable Life Assurance Society of the
United States, 120, Broadway, New York.

DEAR SIR:—The exhaustive examination
which we have made of the affairs of the Equi-
table Life Assurance Society of the United
States is so far completed, that we are now
able to furnish you with a Balance Sheet show-
ing the true Financial Position of the Society
on September 30th, 1905.

The Assets of the Society as claimed were
all found to be on hand, and amounted in
value to \$416,166,500.40 as shown by the
Balance Sheet.

The Surplus over and above all Liabilities
amounted to \$7,142,855.42.

A conservative revaluation of the Assets, in-
cluding a re-appraisal of all the real estate
owned by the Society or covered by mortgages
held by the Society, has resulted in a reduc-
tion in the value of the assets adopted in the
Society's last Annual Report, principally in
Real Estate and in Stocks of certain financial
institutions.

Your very truly,
(Signed) PRICE, WATERHOUSE & Co.,
Chartered Accountants,
by A. LOWE DICKSON, F.C.A., C.P.A.,
(Signed) HASKINS & SELLS,
Certified Public Accountants,
by ELIJAH W. SELLS, C.P.A.

You will be gratified to learn:
(1) That all the assets claimed by the Society
are on hand, and of a high grade, and are
conservatively worth \$416,166,500.40.

(2) That, over and above all liabilities, the
surplus is \$7,142,855.42, about seven-
eighths of which is a fund for division among
existing deferred dividend policies at the end
of the accumulation periods.

(3) That the reduction in the book value of
our assets and surplus is caused by a revalua-
tion on a conservative basis, and in no way
reduces the income of the Society.

The decrease in the value of assets is chiefly
in real estate which was carried at prices too
high, and in shares of certain financial institu-
tions which were carried at market prices
based on transactions, which were deemed by
the accountants to be excessive.

RETIREMENT.

Economies amounting to \$600,000.00 a
year have already been introduced, which if
capitalized on a four per cent. basis would be
equivalent to an additional investment of over
\$15,000,000. This more than covers the
marking down of assets. I expect to institute
still further economies of a radical character.

RESTITUTION.

Under the past management transactions
involving the expenditure of large sums of
money have been carried through frequently
without any proper authority of the Board
of Directors and with very meagre bookkeeping
records, so that it has been difficult in many
instances to secure explanation of certain trans-
actions which have taken place during the last
ten years, some of which involve a financial
loss to the Society.

The liabilities disavowed by the Society, and
the amounts restored to the Society approxi-
mate \$1,000,000, and legal proceedings have
been instituted for the recovery of considerable
additional sums.

Intimations.

ANNUAL AUDIT.

It will be the policy of the new adminis-
tration of the Society to insist on an independent
audit of its accounts as to its fiscal condition,
once each year, the result of which will be
published.

NOMINATION OF DIRECTORS.

Under the change in ownership of a majority
of the stock, the shares were at once put in
trust and Directors are now nominated by the
trustees—Hon. Oliver Cleveland, Justice Mor-
gan J. O'Brien, and Mr. George Westinghouse.
Thirteen Directors are chosen annually, and
the Trustees will each year offer an oppor-
tunity to the policyholders to express their
preferences in respect of the choice of Directors.

POLITICAL CONTRIBUTIONS.

It will be the policy of the Society hereafter
not to make contributions to political cam-
paigns. It is my opinion that we have no
right to use the funds of the Society for any
such purpose.

REAL ESTATE MORTGAGES.

In the last ten years this Society has loaned
over \$130,000,000 on real estate mortgages,
mostly in large cities. Only in six of these
cases has it had to take property under fore-
closure and in these six instances the property
was sold so as to set a profit. It will continue
to be the policy of the Society to make invest-
ments of this description.

COST OF INSURANCE.

The very essence of life insurance is safety
and this can be secured only by reasonable
premiums.

A great many Equitable policyholders are
doubtless asking themselves the question
whether it will pay them to continue their
policies. To such I wish to say most emphati-
cally that my investigation of the affairs of the
Society has convinced me that there is no
cheaper way for the policyholders of the
Equitable to have sound life insurance than by
retaining their policies. As I have pointed
out, the surplus of over \$7,000,000.00, are
safely invested upon a basis which returns an
excellent rate of interest upon the invested
valuation, and I expect in due time to accom-
plish such economies that the cost of adminis-
tration and securing new business will be
reduced to the lowest possible basis consistent
with safety and efficiency. I, accordingly,
believe that by continuing your policies in the
Equitable you will receive life insurance at the
lowest cost consistent with safety.

I therefore advise you to continue to pay
your premiums; to allow your policies to lapse
will be doing yourselves injustice. Your con-
tracts with this Society are as safe and sound
as anything earthly can be. Where lapses
have already occurred the agents of the Society
will cheerfully assist in restoring policies.

EXTRAORDINARY EXPENSES IN 1905.

I congratulate you and all policyholders in
solvent concerns on the reformatory results of
the agitation of the past year. This Society
alone has undergone four separate investiga-
tions since January 1st. The extraordinary legal
and other expense entailed thereby is amply
compensated for by the enforced restitution
and checked waste herein above referred to and
by the final assurance you now have of the
wealth and solvency of your Society. I am
convinced that this and other investigations
and the resulting stimulation of discussion have
attracted public attention to the impregnable
strength of established concerns like the
Equitable more effectively than could have
been done by any other means. While these
investigations may have been destructive of
individual reputations, the utility of life in-
surance has been more fully demonstrated than
ever before.

There will be no effort by the new adminis-
tration to have the biggest company in the
world; the effort will be to make it the best
and safest. Conservative lines will be followed.
It will be the policy of the new adminis-
tration at the expense of the present policy-
holders, and in case it is determined that
business in any section of the world is unpro-
fitable, that field will be abandoned.

Over 98 per cent. of our death claims are
settled within 24 hours after proof of death is
received, and since January 1st, 1905, through
all of the agitation concerning life insurance,
this Society alone has paid out in death claims
and benefits of other kinds over \$7,516,799
every working day.

Assuring you that it will be my constant
endeavour to conduct the affairs of this Society
in a manner that will merit your hearty approbation, I am,
Very truly yours,

PAUL MORTON, President.

BALANCE SHEET.

	September 30th, 1905.	C. & S.
Real Estate	28,550,270.00	
Secured Loans	13,776,006.04	
Bonds, Stocks and other Securi- ties	235,538,062.00	
Cash in Banks and Trust Com- panies deposited with Foreign Governments and in transit	70,727,986.01	
Premiums in course of Collection	5,895,422.64	
Agents' balances	7,664,610.76	
Interest and rentals due	4,014,092.65	
Total assets	\$416,166,500.40	

	LIABILITIES.
General Insurance Reserve; net present value of all outstand- ing policies computed with 403 and 31 per cent. interest	342,802,001.00
Current Liabilities: Death claims, endowments, annuities and dividends due and unpaid	2,556,794.81
Commissions and Current Ex- penses	2,195,414.19
Premiums, interest, &c., received in advance	1,399,354.68
Capital Stock	100,000.00
Total liabilities	349,023,614.68
Surplus	7,142,855.42
	\$416,166,500.40

We hereby certify that in our opinion the
above balance sheet is correct and is properly
drawn up so as to show the true financial po-
sition of the Society at September 30th, 1905.
(Signed) PRICE, WATERHOUSE & Co.
(Signed) HASKINS and SELLS. [211]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAP-
PING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 11th September, 1905. [61]

Intimations.

**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE Six to per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1906. [62]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

PORT WINE.

Direct Shipments from the
COMPANHIA AGRICOLA E
COMMERCIAL DOS VINHOS DO
PORTO
(Successors to Donna A. Ferreira).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Light Tawny (Brown Label)	\$10.00 Per Doz. Case
White Tawny (Brown Label)	10.50 "
Full Wine (Brown Label)	11.00 "
White Tawny (White Label)	12.00 "
Medium Tawny (Brown Label) ...	13.00 "
Tawny (White Label)	14.00 "
Tawny, 1887 Vintage, Selected Old Port	15.00 "
Quinta da Granja, Selected Old Port	16.00 "
Dry No. 3, Selected Old Port	15.00 "
Quinta do Porto, Selected Old Port	16.00 "
Dry No. 4, Selected Old Port	15.00 "
Dry No. 1, Selected Old Port	16.00 "

BARRETTO & Co.,
Agents.</

Intimations.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE

HONGKONG DISPENSARY

IMPORTANT NOTICE.

IN ADDITION TO THE

5 PER CENT. DISCOUNT

ALREADY ADVERTISED,

FURTHER

REDUCTIONS

Have been made from this date IN THE
PRICES of many of the following—

PATENT MEDICINES,

INFANTS' FOODS,

SOAPS,

PERFUMES.

WE MAINTAIN THE LARGEST
AND MOST COMPLETE STOCKS of
these GOODS in the Colony, and our
Stocks being frequently turned over, ensure
all Goods being FRESH and in the BEST
CONDITION.

A. S. WATSON & CO.,

LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS,
ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

Hongkong, 20th January, 1906.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th Jan., 1906.

[36-1]

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportionally.
The daily issue is delivered free when the address is
accessible to messenger. On copy sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 23rd of January, 1906, at Weihaiwei,
the wife of BENJAMIN K. MUDDITT, of a son,
MARRIAGE.

On the 11th of January, at Kiu-kiang,
WILLIAM WALTER RITCHIE to ISABELLA
CAMERON REID.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 9, 1906.

PRINCE ARTHUR IN HONGKONG.

H. R. H. Prince Arthur of Connaught, amid salutes of salutes, and every manifestation of popular delight in welcoming a relative of His Majesty the King, landed in Hongkong today and was presented with addresses which voiced the sentiments of this cosmopolitan community. Prince Arthur has been entrusted with the high and exalted mission of investing the Emperor of Japan with the insignia of the Garter, and it was impossible that His Royal Highness could be permitted to pass through the loyal and patriotic Colony of Hongkong without learning by public demonstration the intense feeling of regard in which the Throne is held by every right-thinking individual, and the measure of that regard is evidenced by the unanimity which has characterised the reception accorded to-day. The spontaneous feeling of Hongkong was to be recognised on every side, and not least demonstrative were the native sections of the population. It is well that a Colony of the rank and standing of Hongkong should seek to honour in befitting manner the representative of His Majesty, and although the welcome of the people has been to a certain extent robbed of its full enthusiasm by the death of King Christian of Denmark, sufficient remains in the nature and character of the functions to assure His Royal Highness and, through him, His Majesty King Edward that Hongkong has lost none of its respect for the Throne, although situated far from the light of the King's presence. In this outpost of the Empire there are many fellow-subjects who have never been privileged to rejoice when Royalty rejoiced or to understand the real love which exists in the breasts of those who have either come into contact with the King and Queen Alexandra, or appreciated the value of their labours, and it might be expected that there would be a certain lukewarmness in those who honour His Majesty simply for his uprightness and steadfast attention to duty. But such is by no means the case. And we have seen to-day, as we saw on three previous occasions when Hongkong was honoured by visits from Royalty, how that loyal heritage of the general body of the people has come down to the present generation. It is significant of much to note how our Chinese compatriots have vied with each other in maintaining their reputation for attachment to the Royal house of Great Britain. It is a great thing that Britain has achieved in evoking in an alien people that evidence of pleasure in receiving one of the Royal blood which was made manifest to-day. The appearance of the city, if further proof were needed, should suffice to show how strong is that regard. It was that feeling which aroused the popular clamour for a knowledge of what was being done to welcome the Prince. The public feared that an officially appointed committee might fail to realise the importance of the occasion or endeavour to restrict the share of the people in the welcome to His Royal Highness. However, the people took the matter largely into their own hands and showed to-day that their hearts are in the right place towards Prince Arthur and his Royal uncle. Further proof of this attitude will be forthcoming during the next few days of the Royal visit. Prince Arthur begins in Hongkong his official journey to Japan. Previously he had been travelling as an ordinary gentleman to the Far East; but in Hongkong he proceeds on board H.M.S. *Diadem* so that the final stage of his journey may be accomplished as a duly accredited representative of his Sovereign. On behalf of our readers we can only repeat the salutation which was given by all classes so heartily this forenoon—"WELCOME TO HONGKONG!"

LOCAL AND GENERAL.

H.M.S. *Bonaventura* is expected to leave here on or about the 18th instant for England.

On the Hongkong Football Club ground at Happy Valley yesterday afternoon the Army Staff played the Club. After playing a good game the Club won by three goals to nil.

H.M.S. *Diadem* played H.M.S. *Bonaventura* at a game of rugby on the Naval Football ground yesterday afternoon. A very tight game was played and the *Diadem* defeated the *Bonaventura* by one goal, one drop and a try to one goal and a try.

At the Police Court this afternoon, at the instance of Chief Detective Inspector Hanson, the three men who were charged with the murder of Chan Heng Chan at Tai Po, New Territory, on the 3rd inst., were brought up again. Evidence was led and the case again adjourned.

CAPTAIN Badham-Thorpe, R.G.A., latterly serving with No. 46 Company, Dover, has been posted to No. 63 Company, Hongkong, whither he proceeds this month. Captain Badham-Thorpe, who recently passed through a course of study in the Japanese language, joined the Royal Artillery in January, 1898, got his captaincy in 1903, and whilst a subaltern saw service in the China campaign, 1900, he being then in the Hongkong Singapore Battalion, R.G.A.

An inquest was held by Mr. J. C. E. Douglas on board the P. & O. str. *Arcturion* at Wossung on the 2nd inst., on the body of George Cameron, who was found dead in the main hold the previous day. From the evidence taken it appears that deceased was last seen alive at about 11.20 p.m. on the 31st ult. when he was walking along the main deck. Deceased, when discovered in the hold, was dead, his skull and one thigh being fractured. The Coroner found death to be due to deceased accidentally falling down the main hatch between 11 and 12 on the 31st ult.

By kind permission of Lt.-Col. A. G. Fitton, D.S.O. and officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 10th Feb., 1906:—
1.—March—"Through Night to Light"—Lankien.
2.—Overture—"Light Cavalry"—Suppe.
3.—Selection from—"Aida"—Verdi.
4.—Valse—"Amour"—Berger.
5.—Bourree and Gigue—"Gemma"—Gemm.
6.—Mazurka—"La Gipsy"—Gemm.
7.—Selection from—"A Country Girl"—Mouckel.
God Save the King.

WEDDING BELLS.

[From Our Own Correspondent.]

Canton, Feb. 7th, 1906.
Mr. Charles Loder Paget and Miss Henrietta T. Mead were married in Christ Church, Shanghai, this afternoon. Miss Mead arrived from America a few days ago. Mr. Paget is a member of the popular firm of Purnell and Paget, architects, Canton. The bride looked lovely in a cream silk dress and bridal veil. She carried a beautiful bouquet of chrysanthemums. Two maids of honour, Miss Valeria Greene and Miss Daisy Lay, did duty for the bride. The bridegroom was supported by Dr. Shelby. The ushers were Messrs. Purnell, Leslie, Cameron and Lynd. About eighty guests witnessed the ceremony. The Church was beautifully decorated for the occasion. After the signing of the register in the vestry, the company adjourned to the American Consulate-General where guests were received and Bride and Groom received congratulations. Consul-General Lay proposed the health of the newly-married couple in a neat speech, which was aptly responded to by the bridegroom. Mr. and Mrs. Paget left for Hongkong by the five thirty steamer, amid the good wishes of a large number of friends.

SHANGHAI COMPANY DIVIDENDS.

Messrs. Benjamin, Kelly & Potts inform us that they have received from Shanghai the following telegrams:—

"The Shanghai Land Investment Company, Limited, has declared a final dividend of Tls. 3, making Tls. 6 per share for 1905."

"The Shanghai Pulp & Paper Company, Limited, has declared a final dividend of Tls. 2, making Tls. 14 per share for 1905."

THE WEATHER.

The following report is from Mr. F. G. F. First Assistant of the Hongkong Observatory:—
On the 9th at 11.30 a.m. The barometer has risen quickly over China, and fallen much over S.W. Japan.

The depression is moving to the N.E. off the S.W. coast of Japan. A high pressure area lies over China to the North of the Yangtze.

Strong monsoon will set in again over the Formosa Channel and the N. part of the China Sea.

Forecast:—N.E. winds, freshening; fine, colder.

SHIPPING AND MAILS.

MAILS DUE.

American (*Coptic*) 10th inst.
German (*Princess Alice*) 13th inst.
Canadian (*Empress of Japan*) 14th inst.
Indian (*Namsang*) 16th inst.

The P. & O. S. N. Co.'s s.s. *Pera* left Singapore for this port on 8th inst., at 8 a.m.

The P. & O. S. N. Co.'s s.s. *Dunlop* left Singapore for this port on 8th inst., at 10 a.m.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 8 a.m., on 8th inst., and left again at 3 p.m., same day for Kobe, where she is due to arrive at 3 p.m., on 9th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

MACAO'S POSITION.

PORTUGAL WILLING TO SELL.

FRANCE ANXIOUS TO ACQUIRE THE COLONY.

[From Our Own Correspondent.]

Shanghai, 9th February,
2.20 p.m.

The Chinese Minister to France has telegraphed to the Waiwupui stating that Portugal has expressed her willingness to sell to either Great Britain or France the Portuguese Colony of Macao.

France, the Chinese Minister further states, has expressed her anxiety to acquire Macao from Portugal.

[By the terms of the concession of the Settlement of Macao to the Portuguese Government in recognition of the services rendered by the Portuguese in the sixteenth century in suppressing, off that and the surrounding coast, the pirates which had been the terror of the Chinese Government and people in those days, the Chinese Government declared, in the concession of the Settlement, that if Portugal ever felt inclined to give up the place it was only at China's pleasure. That France has made tentative efforts to secure a foothold on Portuguese soil appears from the efforts of Mr. Charles Hardouin, acting as the right-hand man to the colonial expansionist M. Doumer, Governor-General of French Indo-China in 1900, to acquire the Hotel Boa Vista at Macao, to be converted into a sanatorium for the French military and naval services in the Far East. We have seen how these attempts were frustrated, although one chronicler attributed to his imagination the purchase of that property by the Santa Casa da Misericordia to have been brought about with money provided by the British Government. Of course that this statement is an absurdity no one acquainted with the history of the purchase of the Santa Casa from its owner, Captain W. E. Clarke, can doubt for a moment. The Portuguese Government was about to expropriate the property when an order was received from Lisbon peremptorily enjoining upon the directors of the Santa Casa to frustrate the French scheme by providing a sum of \$50,000 for the acquisition of the Boa Vista, a sum which Captain Clarke was offered by the agents of M. Hardouin for the property. We hardly think that Portugal is willing at this stage to part with so valuable an asset of the Kingdom, seeing that not only does Macao pay the cost of its administration and have a balance over and above its expenditure, but it has a surplus large enough to provide for the many minor wants of the metropolis and provides a useful source whence to draw the deficit in the maintenance of Portugal's possession in Oceania. We print the above telegram with these reservations.—E.J., H.K.T.]

[Korea.]

The National Rifle Association.

LONDON, 7th February.
At a meeting of the National Rifle Association, it was announced that teams from the Malay States and Uganda would compete at Bisley.

The Coercion Act in Ireland.

The Privy Council in Dublin have revoked the proclamations under the Coercion Act.

The British Army.

An Army Order increases the pay of colour-sergeants by sixpence a day.

The Religious Riots in France.

Disturbances have occurred in the churches at Alencon, Cherbourg and Saint Cloud, where the revolutionaries broke into the Cathedral, burned the confessional, and threw a statue of the Madonna into the river.

The London Councillors in Paris.

President Loubet has received the London County Councillors most cordially.

A portion of the Edinburgh Corporation will visit Paris in April, and the Lyons Municipality has accepted an invitation to Manchester.

RUSSIA.

Four incidents appear to show that the Russian revolutionaries are only biding their time. Three accidental explosions of bombs, causing numerous deaths, have occurred at Sosnovice, Odessa, and Bielsostock, and a Russian named Kowalevsky has been arrested at Ghent in a house containing 200 rifles, 20,000 cartridges and 50 revolvers.

At the reception given to Prince Arthur of Connaught at Singapore a Government notification was issued asking gentlemen, attending at Johnston's Pier on Saturday morning, to wear (as a light mourning on account of the death of the King of Denmark) a black tie. Officers in uniform were to wear mourning bands. The press was informed that at the reception in Government House in the evening, gentlemen must wear white and not black ties.

With the departure of Prince Arthur of Connaught for Marseilles, to join the Mission which carries the Order of the Garter to the Emperor of Japan, King Edward is, so to speak, left without an available working Prince of the Blood Royal on English ground. The situation is almost unprecedented. The Prince of Wales is in India, about half way through his tour, and the Duke of Connaught is on tour in South Africa. He will be the first to return, for he is expected back in the middle of March. Prince Arthur is due at the end of April. This Prince of Wales will return from his Indian visit about the end of May, as he leaves Kurrachee for home at the end of March. The King will thus be practically alone for some months, and should the occasion arise that he should require a representative anywhere during this period, there may be some difficulty in finding one.

WELCOME PRINCE ARTHUR.

HONGKONG'S ENTHUSIASTIC RECEPTION.

ADDRESSES FROM BRITISH, CHINESE, AND JAPANESE RESIDENTS.

FULL ACCOUNT OF CELEBRATIONS.

The arrival of Prince Arthur of Connaught was witnessed by thousands of the citizens of Hongkong this forenoon. From early morning the Praya was crowded with people anxious to gain a glimpse of the Royal visitor, and to join in the enthusiastic welcome of which His Royal Highness was the recipient from high and low alike. Not only ashore, however, was it made manifest that an unusual occasion was stirring the multitude, but also afloat the launches carried crowds of passengers who combined to offer tribute to the incoming guest. When the Peninsular and Oriental Steam Navigation Co.'s vessel the *Dongola*—one of the newest of that Co.'s craft in the Far East—arrived in the harbour, an official visit was paid to His Royal Highness by His Excellency Sir Matthew Nathan, and afterwards by Vice-Admiral Sir Gerard U. Noel. Shortly afterwards, Prince Arthur left the *Dongola*, accompanied by his suite, when the warships in the harbour fired a Royal salute in honour of the distinguished visitor. At Blake Pier, Prince Arthur was met by a great concourse of residents, representing all classes of the community—British, Chinese, Japanese and others. In the name of the British community, Sir Francis Pigott presented an Address of Welcome to His Royal Highness, and other Addresses of Welcome were read by the Hon. Dr. Ho Kai, representing the Chinese, and by Mr. M. Noma, the Consul for Japan in name of the Imperial subjects of the Emperor of Japan. To these various welcomes Prince Arthur felicitously replied, and he afterwards proceeded to Government House, where His Excellency the Governor gave a garden party at which representatives of all classes attended. His Royal Highness leaves on Wednesday for Japan, being bound on a mission to invest the Emperor of Japan with the Order of the Garter. Various festivities have been arranged to take place during the Prince's stay in Hongkong and, in fact, the Colony is *en fete*.

WATCHING THE STEAM LAUNCHES.
Then the steam-launches came out, flaunting their colours, tricked out like so many gamblers. Ordinarily the steam-launch is anything but a thing of beauty. It resembles a lumpy little personage who would ape the manners of his betters. It splutters and shouts and calls attention to its pompous little self by every means in its power, giving impudence by its very self-importance. To-day it bore no resemblance to its ordinary appearance; it was in holiday mood and attire. And it obeyed the behests of the Harbour Master with a meekness and docility which perfectly astonished old residents.

Mr. Basil Taylor himself, top-hatted and frock-coated, was the anchor of the water. Usually he delegates his authority to subordinate officers, but to-day he was the power of the day in *propria persona*. Whatever he ordered, the steam-launches—and Hongkong boats probably the largest collection of steam-launches of any single port in the world—followed implicitly.

There were launches of all sorts and sizes, from the large substantial boats belonging to Sir Henry Chater and Mr. A. H. Rennie, to small irresponsible affairs which bobbed in and out of the shipping and did everything but keep their places.

A NOON FOR JOURNALISTS.
It may be stated that through the courtesy and kindness of Mr. A. H. Rennie, the representatives of the press in Hongkong were accommodated on board the *Canada*, which is probably the largest launch in the harbour. As a result of the vessel's size, it was appointed to head the procession of launches, with Sir Paul Chater's launch heading the second line. The pressmen went on board the *Canada* shortly after eight o'clock and cruised around the harbour until the *Dongola* appeared, being provided meantime with every comfort and convenience that could be provided on board. In fact, it was a gift which greatly mitigated the difficulties of the journalist's craft and was highly appreciated.

THE "DONGOLA" SIGHTED.
The signal gun that the *Dongola* had been sighted was fired at 8.20 a.m. and the flag went up that she was only four miles distant and might be expected to pass Green Island at 9 o'clock. Immediately there was a scurry and commotion on board the decorated launches. They hunted for positions and went everywhere but in the right place. Most people had time to admit the picturesque aspect of the harbour covered by vessels flying flags of all nations. There was not an undisturbed mercantile vessel in the harbour. Even the junk fleet flew their small red-flags of bunting. At one time, early in the day, when the launches—or most of them—were crowded together at their usual anchorage near Blake Pier, each sporting all its favours, the scene was very pretty. The majority of launches was content with flags alone to add to their appearance, but one, the Hamburg-America Line launch, was adorned with festoons and greenery around her awning rails, and was one of the prettiest boats on the water. There was a scurry of vessels carrying the Japanese flag. All morning the harbour was alive with life.

At 10 o'clock, the *Dongola* slowly appeared rounding the Green Island point and steamed up the harbour at a tantalisingly slow pace. People thought she would never crawl up.

The six or eight British warships in port—who by the way had their ensigns at half mast in memory of the King of Denmark—sounded quarters and the masts and sails could be seen taking up their positions.

A police launch, the veriest pigmy beside the huge *Dongola*, led the latter until the naval police took up the lead.

Connaught could not have been favoured with more beautiful weather on his arrival in Hongkong.

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A small launch, apparently from Cosmopolitan Dock, decked with red and white favours, disdained the ordinary course pursued by the rest of the fleet and spent a lively time "on its own," cutting, hissing and thither like an irresponsible firefly. It had a sort of private dance with the *Dongola* by meeting it half way on the route to her berth, but it is to be feared that the Prince did not appear at that particular time.

ARRIVED AT LAST.
The *Dongola*, whose stern flag was at half mast, proceeded to the men-of-war anchorage, the small fleet getting into two lines. Trumpets sounded on the men-of-war and the crews lined up with arms presented. The Band of the *Diadem* played a welcome to Prince Arthur of Connaught and welcoming flags were hoisted.

His Excellency the Governor, wearing the second class uniform of the Governor of a first class colony, and accompanied by his two A.D.C.'s and his private secretary, Mr. R. A. B. Ponsonby, proceeded on board the *Dongola* at 9 o'clock. The Hon. Captain Barnes-Lawrence, the Harbour Master, also went on board with Sir Matthew Nathan. His Excellency returned at 10.45 a.m. As the Governor passed down the lines of the guard of honour, from the 120th Baluchis, which was drawn up on the pier under Captain Brown, he was received with a military salute, and when he walked along the pier to his chair he was greeted by the civil community with cheers, a courtesy which His Excellency acknowledged. At 10.50 Sir Matthew Nathan left by his chair for Government House—there to await the Prince—and, thereafter, to while away the time the band played a selection of music.

Meanwhile, Prince Arthur received Vice-Admiral Sir Gerard U. Noel and left shortly after 11 a.m. in the *Victoria* for Blake Pier. Immediately His Royal Highness appeared on the gangway of the *Dongola*, the mercurial cannonade broke out, the entire fleet flew the *bour* according to the Prince's royal salute. The firing was very rapid and the last thundering shot died away as the Royal Standard flew to the breeze and the *Victoria* started on her way to the pier. Slowly the *Victoria* passed through the lines of launches, and before another vessel had followed His Royal Highness, the ceremony of presenting the addresses of welcome was over and the Prince had departed for Government House.

SHIPS DRESSED.
The harbour itself presented a most unworldly appearance; such as, alas, would have told the most superficial observer that there was "something a-doin'" out of the ordinary. A statistician would find himself in a lather if he attempted to compute the number of sails of bunting which was set floating from and aft from the

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"LAERTES"	20th February.
GLASGOW and LIVERPOOL	"YANGTSE"	21st "
GLASGOW and LIVERPOOL	"DIOMED"	27th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	5th March.
GLASGOW and LIVERPOOL	"TEEN KAI"	13th "
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"KEEMUN"	21st "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"PATROGLUS"	13th February.
* GENOA, MARSEILLES & L'POOL	"ANTENOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	27th "
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	5th March.
AMSTERDAM, LONDON & ANTWERP	"PELEUS"	13th "
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	27th "
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	5th April.
AMSTERDAM, LONDON & ANTWERP	"TEEN KAI"	13th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"YANGTSE"	24th February.
all PACIFIC COAST PORTS, via	"KEEMUN"	24th March.
NAGASAKI, KOBE and YOKOHAMA		

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and	"OANFA"	1st March.
PACIFIC COAST		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

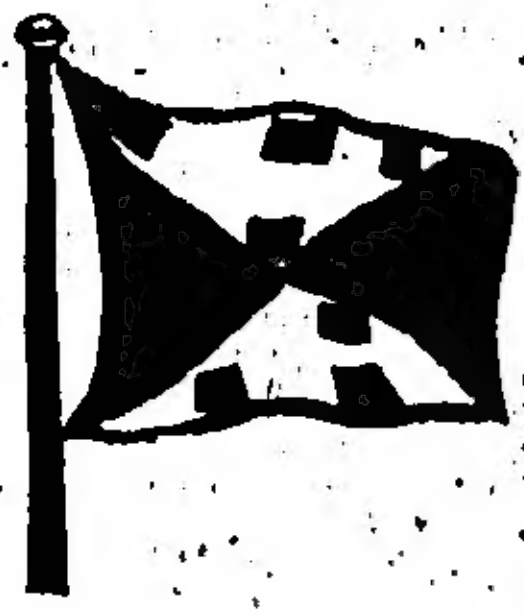
FOR	STEAMERS	TO SAIL
TSINGTAO and CHEFOO	"CHINKIANG"	10th February.
MANILA	"TEAN"	13th "
OEBU and ILOILO	"SUNGKIANG"	15th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TSINAN"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th February, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 10th Feb., at Noon.
RUBI	1540	R. Almond	"	SATURDAY, 17th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd February, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

TAIN TING.
LATEST METHODS OF DENTISTRY.
Studio at No. 14, D'AGUIAR STREET.REASONABLE FEES.
Consultation Free.
Hongkong, 1st July, 1904.Dr. M. H. CHAN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 23rd July, 1905.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 5.30 A.M. Departs from Macao on Week
Days at 3.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 10 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of 1/2.On Sundays, passengers desiring to have a
Private Cabin, which has accommodation for
two or more passengers, will be charged \$5
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.SAM WANG CO.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW"	1,309...T. R. MEAD.
"KWONG TUNG"	1,338...H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabin.Passage Fare—Single Journey ...\$4.
MealsThe Company's Wharf is a short distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG*
SINGAPORE, PENANG & CALCUTTA	LAISANG*
SHANGHAI	KWONGSANG*
MANILA	YUENSANG*

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chioo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th February, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenstein	February 20th.
"ARAGONIA"	5,198	Ernst	March 11th.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldtmann	April 8th.

The S.S. "Arabia" left Moji this afternoon, and may be expected to arrive here on the 14th inst.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"EEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLARIQ,"

Captain Wallace, will be despatched as above,
on or about the 23rd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th February, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the
above Ports, on SATURDAY, the 3rd March,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st January, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing

Hyades*

Tremont

Lyra*

Shawmut

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 1st February, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"ST. GEORGE"

"SHIMOSA"

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th February, 1906.

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZIBENGHIA,"

Captain F. W. Packham, will be despatched as
above, on SUNDAY, the 12th instant, at
Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th February, 1906.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP
(DIRECT).Taking Cargo to LONDON with prompt trans-
shipment at Marseilles.Calling at MANILA, SINGAPORE and
COLOMBO.

THE Company's Steamship

"KOUANG-SI,"

Captain Barillon, will be despatched as above,
on or about the 12th February, 1906.This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.For information as to Passage and Freight,
apply toG. DE CHAMPEAUX,
Agent.Queen's Building,
Hongkong, 23rd January, 1906.NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, alsoVENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS—
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above,
on WEDNESDAY, the 14th instant, at Noon.At HONGKONG, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 7th February, 1906.

Consignees.

FROM HAMBURG, EMDEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA,"

Captain Sachs, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Underigned, and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazardous
Goods of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signee's risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th February will
be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th February at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 7th February, 1906.

Consignees.

FROM HAMBURG, EMDEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA,"

Captain Sachs, having arrived from the
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to be left in the Godowns, where they will be
examined on the 14th February at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 7th February, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO
AND LONDON.

THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.Goods not cleared by the 13th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.No Claims will be recognised if not presented
within 14 days of the ship's arrival.McGREGOR BROS. & GOW.
Hongkong, 6th February, 1906.

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Hongkong, 7th February, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

ROYALTY IN HONGKONG.

(Continued from page 5.)

THE OFFICIAL LANDING.

In connection with this official visit the Harbour Master, Mr. H. G. Thomett, issued an invitation to the masters of the vessels in the harbour, to form a lane of boats through which His Royal Highness might pass from the *Galatia* to the pier. The shipmasters responded as one man, and the spectacle of the Royal barge, followed by the merchant galleys which fell in behind as the barge passed, was most imposing and picturesque. A notice was issued two days before the landing, stating that the Royal Highness would be met at the pier by His Excellency the Governor, who extended a hearty welcome to the Royal visitor. A State sedan chair—covered with yellow velvet embroidered with silver and furnished with a white silk canopy—was in waiting for the Duke and when His Royal Highness had taken his seat a procession was formed in the City Hall amidst the booming of guns and the cheering of the populace.

At the City Hall, the Duke was met by the Hon. W. Keswick, Chairman of the City Hall Committee, and escorted through the Museum, Library, St. Andrew's Hall and the theatre. There was a private entrance to the civil and military officials, and afterwards a general levee at which over three hundred gentlemen, representing several nationalities, were presented to His Royal Highness. His Excellency the Governor of Macao, Vice-Admiral de Souza, was received with much cordiality and remained on the dais beside the Governor, Sir Richard Macdonnell, until the end of the levee.

ADDRESSES OF WELCOME.

At the conclusion of the levee, Mr. Thomas Pyke presented an address to His Royal Highness on behalf of the community of Hongkong, Mr. D. Ruttan presented an address in the name of the Chinese community, and the Hon. Mr. Cecil O. Smith, Protector of Chinese and Registrar General, presented an address on behalf of the Chinese community. The Governor, Mr. Macdonnell, followed and introduced the Government schoolmasters—who had an address, which took the form of a complimentary ode and was presented by Mr. Leung King-ham, who had been longest in the Government service. The address or ode was in Chinese. There was also an address from the City Hall Committee, presented by the Hon. Mr. Keswick, of Messrs. Jardine, Matheson & Co., to whose liberality the Hongkong public are mainly indebted for the City Hall Buildings. The City Hall was then declared open by His Royal Highness, and the party proceeded to Government House.

On the way they passed through streets lined by soldiers of the 39th Madras Native Infantry, and the Governor called the Duke's attention to the fact that he was the first member of the Royal Family who had ever seen an actual duty part of the Indian Army.

RECEPTION AT GOVERNMENT HOUSE.

There was a State luncheon at Government House, at which the leading civil, military and diplomatic functionaries were present, the members of Council, and the leading merchants in the Colony. A reception followed, at which about a hundred ladies in the Colony were presented to His Royal Highness by Lady Macdonnell. In the evening selections of music were given by the military bands, and songs were rendered by German amateurs. The Dragon and fishes of the Chinese procession were paraded at Government House at the request of the Chinese community—a mark of homage which was highly appreciated.

The following forenoon was spent by the Duke in superintending the refitting of the *Galatia*, and in the afternoon he drove to the race course at Happy Valley.

FIRST THEATRICAL PERFORMANCE.

The first public performance in the theatre was given in honour of His Royal Highness. There was a most distinguished gathering present. His Royal Highness was accompanied in the stage box by Lady Macdonnell, Sir Richard Macdonnell and Mr. Cecil O. Smith, H.E., the Governor of Macao, the Acting Chief Justice Pauncefoot, the Hon. E. C. Yorke, and Mr. A. B. Craig. The performance was given by the Amateur Dramatic Club who staged "A Wonderful Woman." The actors did not play under their own names which is unfortunate for the historian. Afterwards, the amateurs of the German Club Concordia presented the farce "Benjamin in search of a father"—a most amusing piece, we are told. The acting was admirable, and the Prince repeatedly joined in the applause.

OPENING BALL AT THE CITY HALL.

On Thursday, 9th November, a ball was given in the Prince's honour at the City Hall. The fountain was illuminated and over the entrance to the City Hall appeared a transparency of the *Galatia*. There was, as might have been expected, an enormous gathering, and the decorations were magnificent. At midnight the Duke's piper played the company into supper which was served in St. Andrew's Hall—they had, evidently, realised how admirably the theatre serves as a supper room on such occasions. We read—"Those who were fortunate enough to secure the company of ladies for the banquet sat down at the well-furnished tables, while a relay of expectant guests lined the room, awaiting their turn with evident determination to do their duty as places were let vacant." And further on we are told—"A novel sight for Hongkong was presented in the person of a powdered footman standing behind the Duke's chair, attired in the Royal livery. The manner in which he anticipated every want and identified himself with his Royal master must have been very edifying to the numerous Chinese boys present."

Several toasts were proposed. The Chairman, the Hon. Mr. Keswick, gave "The Queen" and "The Prince and Princess of Wales." The Hon. Mr. H. B. Gibbs proposed the health of "the Duke of Edinburgh."

which was received with the utmost enthusiasm, and acknowledged by His Royal Highness. The Chairman gave the toast, "The health of His Excellency the Governor" after which dancing was resumed.

CHINESE ENTERTAINMENT.

Nothing could exceed the spontaneity and brilliancy of the Chinese welcome, their attitude was most loyal and cordial, and they cut the European houses in their efforts to make the visit of His Royal Highness to Hongkong memorable one. They engaged a first-class company of actors from Canton to give a performance for the benefit of the Duke at the Tung-Hing Theatre, Tai-ping-shan. The performance, it may be stated, began on the 25th October and concluded on the 30th and was resumed on the 3rd and ended on the 9th November. The theatre was renovated from top to bottom; it was decorated with a profusion of freshly-gathered flowers. The box in the gallery was reserved for His Royal Highness, while the audience obtained admission to the body of the house—the uniform charge for a seat being one dollar. On the evening of the 5th November the Duke of Edinburgh, His Excellency the Governor, Vice-Admiral Kellett and a large party proceeded to the theatre. Although there were seats for over 3,000 people, standing room could not be obtained long before the performance began. The Chinese do not seem to have been particularly impressed by the performance, to which the other actors gave assent by the utterance of repeated squeaks the conventional Chinese mode of agreement on the stage. Then they knewed with great ceremony. The pieces staged were a historical drama, founded on the selection of a prime minister in ancient times, and a farce "A-lau selling his pig." The performance was an immense success.

VISIT TO CANTON.

A visit was paid to Canton on the 6th, His Royal Highness travelling by the *Kin-shan*, one of the Hongkong, Canton and Macao Steamboat Co's boats, for which Messrs. Siemsen and Co. were the general agents. The Prince returned next day, and dined at Government House. The Canton visit does not seem to have been productive of much interest, or to have had any political importance, for it is dismissed by the chronicler of the day in a couple of lines.

SIR PAUL CHATER AS CRICKETER.

The following day was spent by His Royal Highness by looking after the *Galatia*. The Hongkong clergy were received on board the *Galatia* on the 11th, and a cricket match was played between the United Services, composed of naval and military officers, including representatives from the *Galatia* and the Hongkong Cricket Club. It is interesting to note that Mr. (now Sir) C. Paul Chater was one of the cricketers playing for the Hongkong Cricket Club. The individual scores are not given, but the United Services won by 80 runs, which, no doubt, pleased everybody. The match lasted two days and distracted everybody's attention from business. In fact, Hongkong seems to have neglected business altogether during the Duke's visit. The day closed with a banquet at Government House and a reception by Lady Macdonnell.

SHIPMASTERS' DEPUTATION.

The Duke of Edinburgh as Master of the Trinity House, received a deputation of shipmasters who presented an address. When they arrived at the *Galatia* the worthy captains were told that His Royal Highness was on duty at a court-martial, but they were invited to wait, which they did, filling in the spare time by attending their addresses to the flowing bowl. The Trinity House was hoisted at the main and the shipmasters were roused to a great state of enthusiasm by the geniality of His Royal Highness.

A match at bowls was played in the Oriental Bowling Alley between the Hongkong Club and the *Galatia*. The latter won by 84 points—3,666 to 3,882. His Royal Highness played with great spirit. An entertainment was given to a numerous party on board the *Galatia* in the evening.

LORD CHARLES BEREFOORD AS MINE.

On Saturday, the 13th November, the officers of the *Galatia* gave an amateur dramatic performance. The Duke led the orchestra to everybody's delight. A farce was put on the boards, and a selection from "Henry VIII" followed. The writers of the period cannot find adjectives strong enough to express their admiration for the histrionic ability of the players, or the excellent musical selection under the Royal baton. "Crowning the Line," a burlesque, came after the Shakespearean play, and the gem of the evening proved to be Lord Charles Bereford's impersonation of Billy Bowline. "He looked the thorough sailor," we learn, and his "double shuffle, accent, look and general turn-out" were capital. Lord Charles captured the heart of the Hongkong scribes.

The second Sunday of the Duke of Edinburgh's visit was spent quietly. There was a reception and concert at Government House on the Monday evening.

VICTORIA PEAK THEN AND NOW.

During their stay His Royal Highness and suite, the Governor, Lord Charles Bereford and a host of others made an excursion to Victoria Peak. They admired Mountain Lodge, and His Royal Highness expressed his surprise that the wealthy merchant princes of the Colony had not availed themselves of the vicinity to the city of a position offering so bracing a climate to the hottest time of the year. The chronicler adds—"It is certainly difficult to account for the comparative neglect of such a spot as it takes only forty minutes to reach it and less than thirty to return. The advantages of the site were, however, only recently demonstrated, and the security afforded there by a telegraph and police station is quite a modern boon, not even yet completed. The future of the Peak, therefore, is still to be developed, though we are not so sanguine as to think that it will supersede trips to Europe." Could the writer of these words see the Peak to-day, with its high-level tramway—with another to come—and its numerous villas, he would stand amazed at the transformation which has been brought about in thirty years.

The Duke of Edinburgh laid the first stone of a new choir for St. John's Cathedral on Tuesday, 16th November, in presence of a large company.

A THOUGHTFUL ACT.

Many costly presents and souvenirs were presented on behalf of the Prince to his Hongkong friends, and a sum of £150 was handed over for distribution to the poor, while the American warship *Jerguot* was saluting the Royal Standard on the arrival of the Duke's vessel, it seems that some sailors were injured. The Duke left £50 as a donation to them.

FAREWELL.

At three o'clock on the afternoon of that day the 16th November, 1890, the Duke, followed by all Hongkong, drove to Pedder's Wharf to re-embark on the *Galatia*. A lane of boats was formed from the wharf to the wharf, and as the Duke stepped on board a Royal Salute thundered from the guns of the men-of-war in

harbour and the shore battery. The harbour was wreathed in the folds of a superb canopy, as the breeze rent under the clouds the eyes caught glimpses of yards manned and the spectators could hear the sailors cheering. The French admiral, Comte de Courville, saluted the Duke with a salute of 11 guns. The Duke carried off her merrymen and ship's crew. Then the *Galatia* glided majestically out of sight through the Lyemum Pass. The Duke carried off the State sedan chair, which he had used as a trophy of his visit.

INTERESTING HISTORICAL MOMENTS.

An excellent chronicle of the Duke of Edinburgh's visit to Hongkong was compiled by the Rev. William R. Beach, who was then Colonial Chaplain and Canon of Victoria, and much material for the foregoing account has been obtained from that journal. It is illustrated with photographs depicting Hongkong in 1890. People of to-day would hardly recognise the place. The Hongkong Hotel was on the water's edge; the offices occupied by Messrs. Hughes and Hough were directly over the water. The quay was lined with dwellings, on which the gills of the mercantile houses were swung at the close of the day. There is not a steam launch to be seen in the harbour. The official account was published in 1870 by Messrs. Noronha & Sons, the Government printers, and is a very interesting souvenir of early Hongkong.

THE ROYAL PRINCES.

FESTIVITIES FROM WHICH THEY WERE ABSENT.

On the 20th of December, 1881, Prince Albert and Prince George visited Hongkong while they were acting as midshipmen in the Fleet. The visit was quite informal, but the Royal Princes appear to have had a highly enjoyable time in Hongkong. They arrived on the *Bachante*. Prince Albert Victor Christian Edward of Wales was then 17 years of age and his brother, the present Prince of Wales, was 16. Arriving in the *Hongkong Telegraph* of that date described the life of the Princes on board ship. Prince Albert was represented as a quiet, pleasant and unassuming young gentleman while his brother was said to be more vivacious.

A ball was given at Government House in honour of the Princes but it is amusing to read: The only regrettable circumstance in connection with the princely celebration provided by the Government was the apparently unavoidable absence of the young Princes, whose duties on board the *Bachante* were of a character which the Admiral deemed advisable should not be neglected. We understand that an examination of midshipmen will be held to day in which both the lads are engaged, and it was on this account alone that they—in common with most of the officers of the Detached Squadron—were conspicuous by their absence last night. The other lads at the examination of discipline, which prevented the presence of the Princes at the ball, and adds "Some exception might have been made out of respect not only to Her Majesty's representative in the British Colony in the Far East but to the general community." Admiral the Earl of Clanwilliam thought otherwise, however, and instead of dancing with the fair and lovely ladies of Hongkong they had to put their time over until the following day. The great success, notwithstanding the absence of the King's sons, but it must have been a case of *Kinglet* without the Prince of Denmark. The Chinese quarters were illuminated and there was a Chinese dragon procession all of which the Princes failed to see.

In connection with the illuminations it may be noted that to prevent against the possibility of the bridge engines being put into emergency use, the bridge was kept in readiness. Thirty of the unemployed seamen of the *Sailor's Home* were engaged to do duty with the Fire Brigade during the illuminations.

Afterwards there was a regatta, cricket matches and a subscription ball at which the Princes attended.

The Princes left some time afterwards but when does not appear from the newspapers of that date.

ANOTHER ROYAL VISIT.

DUKE AND DUCHESS OF CONNAUGHT.

INAUGURATION OF THE PRAYA RECLAMATION.

It was on the 31st of March, 1890, that the second Royal visit was paid to Hongkong. His Royal Highness the Duke of Connaught had relinquished his post of Commander-in-Chief of the Indian Army, and accompanied by the Duchess was proceeding home by way of China and Canada. Their Royal Highnesses travelled by the P. and O. Steam Navigation Company's ship the *Katarr-I-Hind* from Bombay. They had an enthusiastic reception at Colombo, and when they reached Hongkong, of course, was not to be outdone by the southern ports, and great preparations were made to offer a reception worthy of the Colony to the Royal visitors. The impression made by the visit found expression afterwards in various ways; the Praya was named Connaught Road and in many ways the residents showed their loyalty and attachment to the reigning house. The *Katarr-I-Hind* was in Peang on the 1st of April, and it did not finally come in sight it was so late that most of the preparations made by the community had to be rearranged.

A FALSE ALARM.

A telegraphic message had been received from Singapore stating that the *Katarr-I-Hind* might be expected at Hongkong on the morning of Monday, the 1st of April, which was accordingly celebrated as a public holiday. From early morning there were watchers keeping an anxious lookout for the *Katarr-I-Hind*. At 7 a.m. a steamer was signalled eleven miles off Hongkong, and subsequently the gun was fired announcing the arrival of a mail steamer. The people of Hongkong at once came to the conclusion that the *Katarr-I-Hind*, with the Duke and Duchess of Connaught on board, was entering the harbour and they rushed to the Praya. The military got under arms, the police took up their stations and hundreds of people lined the streets through which it had been announced the Royal procession would pass. It was a false alarm. The steamer that had been signalled was the *Ventura*, an extra vessel belonging to the P. and O. Company, and it was then learned that the gun had been fired to announce the arrival of the American mail by the steamship *China*. The residents were consumed with chagrin, but they hung about the wharves expecting every moment to hear the booming of the gun which would proclaim the sighting of the *Katarr-I-Hind*. Some went about their business as usual, others wandered aimlessly round the city. A luncheon had been arranged to be given to select party invited to meet the Duke and Duchess at Government House. The luncheon was ready, but there was nobody to eat it. So angry was the populace that the *Katarr-I-Hind* was dubbed the "Kalar-Bahad." As noon passed and there was no sign of the Royal visitors, it was feared that the vessel would not arrive until the following day, and that all the preparations would have to be rearranged.

THE WEATHER WAS BRISK; THE WIND RANG, AND THE SUN RAN HIGH.

SIGNALLED AT LAST.

Shortly after 2 p.m. however, a second gun was fired to announce that another mail steamer was in sight, and to everybody's satisfaction, this proved to be the *Katarr-I-Hind*. Once again the crowds took up their position along the quay to the City Hall where, had been signalled. Their Royal Highnesses should receive an address of welcome from the community of Hongkong. As half past two Mr. W. M. Deane, the Acting Colonial Secretary, Lieut. Thorburn, A. D. C. to the Acting Governor, and Mr. F. H. May, private secretary, proceeded in a launch to meet the incoming steamer. They reached the *Katarr-I-Hind* before she had entered the harbour and were taken aboard.

The residents who had received invitations to be present at the landing, when the Duke and Duchess arrived began to assemble about 1 p.m. The *Katarr-I-Hind* came in sight round Green Island, and the guns of H.M.S. *Imperieuse*, the flagship on the China station at that time, honoured a Royal salute in honour of the visitors. The other men-of-war in the harbour followed suit. Vice-Admiral Sir Nowell-Saltin had arranged that the *Katarr-I-Hind* should anchor at the buoy specially reserved for transport ships, and the fairway from Green Island to the buoy was kept clear for the P. and O. boat.

IMMENSE CROWDS.

The approach of the *Katarr-I-Hind*, which flew the Royal standard and was bedecked with flags from Memel to Vienna, was marked by the continuous firing of guns, and the crowd along the route of the procession was packed like herrings together. A guard of honour under Captain Paterson was stationed at the wharf while the volunteers, under Captain McCallum, were in the vicinity. The road was lined with troops from the wharf to the City Hall. The *Katarr-I-Hind* dropped anchor about four o'clock. Mr. F. Fleming, the Acting Governor, was on the pier awaiting Their Royal Highnesses, who came ashore by the launch *Victoria*, which was gaily decorated for the occasion.

It will be remembered that when the Duke of Edinburgh visited Hongkong the Royal barge passed through a lane composed of galleys from the merchant vessels in the harbour—the lane extending from the *Galatia* to the wharf. It does not appear that the Harbour Master issued a similar invitation to the shipmasters of the mercantile marine when the Duke and Duchess of Connaught visited Hongkong, although the shipmasters of an earlier day had been specially complimented by the Duke of Edinburgh on their smart appearance. At any rate, the passage from the *Katarr-I-Hind* to the wharf was lined by galleys from Her Majesty's ships in the harbour. All the naval vessels manned their yards and the flag of H.M.S. *Imperieuse* played the Salute at Anchor. The Duke and Duchess of Connaught were accompanied by Sir John McCall, Colonel and Mrs. Cayre, and D. Kilkelly. The Duchess crossed the gangway first, followed by Mrs. Cayre and the Duke. The Acting Governor welcomed their Royal Highnesses to the Colony, and a little girl of seven years, the daughter of Captain Robertson, staff commander of H.M. R. V. *Yard* presented the Duchess on behalf of the Reception Committee, with a beautiful bouquet of flowers.

PROCESSION TO THE CITY HALL.

The procession to the City Hall then started. Along the route, triumphal arches had been erected while the public buildings and the offices of the large firms were decorated with flags and burning of all descriptions. At the City Hall, Their Royal Highnesses were conducted to the dining saloon, accompanied by the Duke and Duchess of Devonshire, Major-General Edwards and Mr. Cayre.

TO THE HON. MR. P. RYRIE, CHAIRMAN OF THE RECEPTION COMMITTEE.

Before reading the Address Mr. Ryrie referred to the true loyalty of the Colony and said that His Royal Highness after his residence in proud Bombay might not think that Hongkong was much to speak of, but if he looked around he would see what had been made out of the bare rocky island that this was some fifty years ago. And although the work was first original by British subjects, of late years Chinese fellow-countrymen have shown much here they have shown by what they have done—the reliance they place upon the Government of the Queen Empress. They have shown their appreciation of the protection they have received from her in the past and their confidence in the future. After expressing the good wishes of the Colony to the Duke and Duchess, Mr. Ryrie added, "You will probably pay a visit to some of the works which this Colony can show. We have docks here which are unsurpassed by any docks in the East. We have every convenience for shipping; and when you consider the enormous quantity that passes through here every year, when you see the many other things that have been done, you will probably think that this Colony, although it is so small compared with the British Empire, has left some credit to its name." The speech was received with cheers, and Mr. Ryrie proceeded to read the address of welcome, which was in the usual terms.

A SHAM FIGHT.

It was enclosed in a plush-covered case with silver mountings, and was accompanied by photographic views of places of interest in Hongkong.

His Royal Highness received the Address and acknowledged it in felicitous terms. Three letters were given for the Royal visitors and the ceremony concluded.

PRESENT FROM GERMAN LADIES.

The Royal party proceeded to Government House, where the Duchess found a beautiful bouquet with the inscription embroidered on one of the ribbons—"A welcome from the German Ladies of Hongkong." A dinner was given at Government House in the evening. Among the guests present being the Hon. Mr. Ho, Mr. G. Wise, the Hon. Mr. J. J. Keswick and others—39 altogether. A reception followed, at which between 400 and 500 representatives of the community were present. The grounds of Government House were illuminated with Japanese lanterns and lamps.

A SHAM FIGHT.

Next day the Duke, accompanied by the Acting Governor and Mr. Mitchell-Jones, Acting Registrar-General and Secretary to the Reception Committee, strolled through the principal streets, examining the triumphal arches and the Chinese decorations. Owing to the bad weather, a Chinese procession which had been arranged, was postponed to the following day. The Duke and Duchess were accompanied by the Hon. Mr. Ho, Mr. G. Wise, the Hon. Mr. J. J. Keswick and others—39 altogether. A reception followed, at which between 400 and 500 representatives of the community were present. The grounds of Government House were illuminated with Japanese lanterns and lamps.

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LANDERS GAVE A HINT AT THE GROUNDS OF HEAD-QUARTER HOUSE.

INSPECTING THE DOCKS.

Next day, the weather having cleared up, the Chinese procession took place passing through Government House grounds between 8 and 10 a.m. There were two enormous dragons, some 400 feet in length, which wriggled and writhed in the most extraordinary fashion, and were worked by the sailors of the British and German navies. In the forenoon a visit was paid to the Hongkong and Whampoa Dock Company's docks at Kowloon, Mr. G. Wise, the secretary to the Company, pointing out the features. Lunch was given by Admiral Salmon on the *Imperieuse*, a large party being present.

PRAYA RECLAMATION.

One of the most interesting functions which occurred during the visit was the laying of the memorial stone of the Praya Reclamation scheme. The Acting Governor referred to the scheme as "the most important of the many important public works that have been undertaken in this Colony—a Colony which has not yet celebrated its jubilee, although it is about to do so." He regretted that Sir William Murray, the Governor, was not present, feeling that His Excellency took the deepest interest in this work. The initiation of the work was due to the Hon. Mr. C. P. Chater, whose energy, whose enterprise, and whose industry in everything connected with the welfare of this island have, to no little extent, brought the Colony to this prosperous condition in which it is to-day.

SIR PAUL CHATER'S ADDRESS.

Mr. Chater delivered a long speech in explaining the object of the reclamation and the benefits which it was hoped would be derived from it. The scheme suggested itself to him in consequence of the crowded state of the island, and it was approved by the Surveyor-General. The plans were approved by Lord Knutsford at the Colonial Office, and the Government proposed to adopt an influential meeting of marine and landowners held on 3rd July, 1888, at which "the Chinese were represented by many of the leading members of that powerful branch of the community." The estimated cost was about three million dollars—the building area to be reclaimed would be about 31 acres, of which 26 acres would be Government ground, and 26 acres would belong to the marine landowners. A considerable amount of the reclaimed area would be used as cross streets, as the new praya, and for widening what was then the praya by 3 feet. It would then, as far as width was concerned, be the main artery of the Colony, 75 feet wide, which would also be the width of the new praya, built with a frontage in an average depth of 20 feet of water at the lowest tides, instead of the mud banks with their unwholesome exhalations which then existed. The value of the reclaimed area to lot was estimated at \$8,000,000; while the value of the Government's reclamation was reckoned at \$1,500,000. Financially, the Colony would get \$20,000 a year, from the increased Crown rents and a revenue of about \$50,000 a year from the Government rates for the new buildings. In addition to sanitary improvements architecture and other embellishments, a site had been selected for the statue of Her Majesty Queen Victoria, which was presented by the people of the Colony.

THE STATUE TO THE DUKE.

His Royal Highness replied and laid the Memorial Stone.

The Acting Governor thanked the Duke for taking part in the ceremony, and stated that Mr. Chater desired to erect a statue to His Royal Highness near that site, presenting the statue as a gift to the Colony. His Royal Highness assented to the proposal, and said that he was much pleased to accept what would be a very pleasant reminiscence of his visit to Hongkong.

WITH THE FREEMASONS.

After this ceremony, the Duke of Connaught proceeded to the Masonic Hall, to receive the Masonic Address from the District Lodge of Hongkong and South China. His Royal Highness was received by a large number of masons, and the Right Worshipful C. P. Chater, District Grand Master, read an address of welcome. The D.G.M. stated that, to perpetuate the event, it had been decided to erect a new wing to the Masonic Hall, to be called the Connaught Hall, the donors being the Masons of the District Lodge and themselves.

The official chronicler says—"It was generally understood that His Royal Highness was particularly pleased with the address presented to him on this occasion which he considered one of the best words addressed that he had ever received."

AT THE PEAK.

Afterwards Their Royal Highnesses and some officials proceeded by tramway to the Peak, which, during the summer months, has been the favourite resort of most of the European inhabitants of Hongkong—a change, indeed, from the time of the Duke of Edinburgh's visit when His Royal Highness expressed surprise that the merchant princes of Hongkong had not availed themselves of a position offering so bracing a climate in the hottest time of the year. But in 1890, there was no Peak Tramway. The weather on the occasion of the Duke and Duchess of Connaught's visit was cloudy and a thick mist obscured the landscape.

ENTERTAINED BY THE CHINESE.

On returning to the city, their Royal Highnesses were entertained by the Chinese community at a dinner consisting of twenty-one courses which comprised all the famous Chinese delicacies including birds' nest soup, crab and shark's fin, pigeon's eggs, promotion, roasted mushrooms, macaroni, a Peking preserved egg, liver, sweet lotus soup, rice wine, etc. The official writer has this remark on Chinese delicacies—"A Chinese dinner is no doubt very appetitious to those who have learned to enjoy it, but it takes some little time to draw a distinction between the numerous dishes of apparently the same description which only follow one another, as well as to appreciate their good qualities while conveying the same manner by use of the chop sticks." It is to be feared that the writer did not fully enjoy his dinner and lamented the absence of knives and forks. During the dinner a theatrical performance was given by Chinese actors. A series of dramatic scenes and sketches was staged—1. The Congratulations of the Eight Gentlemen. 2. The Farewell to the Acting Governor. 3. The Farewell to the Acting Governor. 4. The Farewell to the Acting Governor. 5. The Farewell to the Acting Governor. 6. The Farewell to the Acting Governor. 7. The Farewell to the Acting Governor. 8. The Farewell to the Acting Governor. 9. The Farewell to the Acting Governor. 10. The Farewell to the Acting Governor. 11. The Farewell to the Acting Governor. 12. The Farewell to the Acting Governor. 13. The Farewell to the Acting Governor. 14. The Farewell to the Acting Governor. 15. The Farewell to the Acting Governor. 16. The Farewell to the Acting Governor. 17. The Farewell to the Acting Governor. 18. The Farewell to the Acting Governor. 19. The Farewell to the Acting Governor. 20. The Farewell to the Acting Governor. 21. The Farewell to the Acting Governor. 22. The Farewell to the Acting Governor. 23. The Farewell to the Acting Governor. 24. The Farewell to the Acting Governor. 25. 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